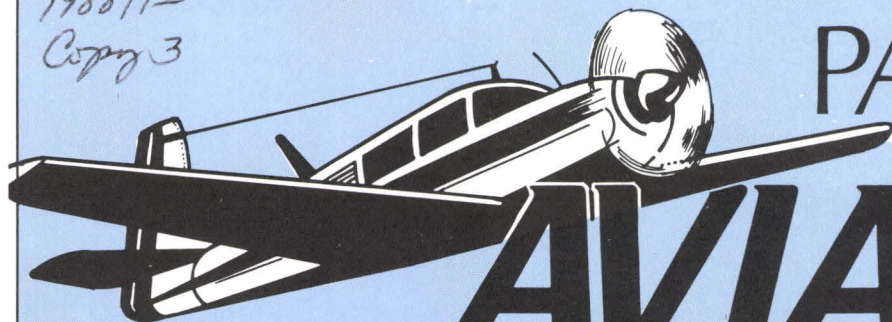


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PALMETTO AVIATION

Volume 40, Number 10

Published by the S.C. Aeronautics Commission

December, 1988

11th Airports Conference Successful

The Eleventh Annual SC Airports Conference at the Marriott Resort in Hilton Head was a success by anyone's standards.

"It was a good conference and it offered an excellent opportunity to exchange ideas, information and engage in collective problem solving," said Alan Alexander, assistant director of the state Aeronautics Commission.

Nearly 180 people from around the Southeast gathered November 15-18 for the conference which featured topics on underground storage tanks, microwave landing systems and wayports.

Featured speakers included Jim Sheppard of FAA Orlando speaking on Wayports: Our Way to the Future; Garland "Cass" Castlebury, FAA Southern Region Director and "Hamp" Manning

Steve Brill from FAA's Southern Region confers with SCAC-Commissioner Charles Appleby (l) and Rep. Olin Phillips (r) at the 11th Annual S.C. Airports Conference.



newly retired director of Augusta Airport.

"We had better sponsor participation this year than in year's past with almost 35 participants," said state Aeronautics engineer Wayne Corley. "Our sponsors are vital to the success of the Airports conference and we want to particularly thank Eastern Atlantis and Talbert

Cox and Associates for sponsoring our first-ever golf tournament. We hope to make the tournament an annual event, if we have adequate sponsorship."

"There's a lot to be said for the sponsors...we appreciate their monetary contributions but also thank them for their participation

See Conference, Page 6

Fuel/Water Contamination Can Cause Engine Problems

Winter is a wonderful time of year. It's also a wonderful time to check for water contamination in your aircraft.

Water contamination of aircraft fuel systems is a major cause of aircraft engine power failure, but the problem can be alleviated through thoroughly checking your aircraft's fuel system.

Three main reasons for fuel

contamination, according to Neil Baker, S.C. Aeronautics Commission aircraft maintenance supervisor, are, "Leaks in the fuel cell; two, from the fuel truck of the fuel servicing unit and last, from condensation. If you don't keep the fuel cells full, then condensation can form, too."

Water can enter a fuel system in various ways, but the most prob-

able culprit is from the fuel cap. Most aviation fuel caps are a screw-on type, usually found on older light aircraft, a "thermos" type cap sealed by a lever that expands a broad rubber gasket, and the Gabb type, used on many later modern aircraft.

Baker suggests that during preflight check the fuel cap for any

See Contamination, Page 2



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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EAA Chapter 242 Announces 1989 Officers

EAA's Chapter 242 held their Annual Banquet last month in Columbia with a record-setting 180 people.

The guest speaker for the evening was Frank Kingston Smith Piper Aircraft Corporation's Ambassador.

New officers for 1989 were also introduced - president Burl Yerrick Jr., vice president, Buzz Purcell; vice president, Carroll "Crash" McDuffie; secretary, T.I. and Melinda Weston; treasurer, Walter Carson; newsletter, Jean Edwards. All officers will serve one year terms.

"I'm honored to serve as president of Chapter 242 for 1989," said president-elect Yerrick, a new Apache helicopter pilot. "The EAA is a vanguard of grassroots aviation internationally and its cause is well represented by a very vibrant and talented group of people in chapter

242, which is one of the largest chapters in the nation."

Chapter 242 also awarded plaques for completed projects:

- Melinda Hotinger completed a clipped wing J-3 Cub

- Joe Sinnett completed a Cessna 140-A

- Xen Motsinger, Ray Ackerman, Ken Harrill and John Gardner for their Aeronca Champ 7AC

- Dan Heath completed a KR-2

- Allan Martin completed a Mooney M-20C

- Tom Berkley completed a Glasair.

Members of chapter 242 have at least 25 more projects underway.

Yerrick said the chapter has an active agenda for 1989 and are looking forward to increased participation from members. He added that anyone interested in becoming a member can contact us for more information at EAA P.O. Box 5386, Columbia, S.C. 29250.

Contamination can be eliminated

Continued from page 1

preflight check the fuel cap for any cracks, and replace if needed. When inspecting Gabb type cap, when the larger perimeter O-ring needs replacing, you should also replace the center O-ring as well.

"I've seen water in one fuel cell and not in the other," added Neil Baker. "It's imperative to check all fuel tanks for water contamination."

"I've seen people crash on the runway because water was in one tank but not the other. And when the pilot switched tanks the engine quit on him," warned Baker.

Poorly sealed or poorly drained service wells on tanks can also en-

courage fuel contamination especially following heavy precipitation. Personnel involved in operating fuel facilities should check equipment for conditions that could lead to fuel contamination.

Fuel contamination can also occur when condensation forms in the system. The easiest way to prevent condensation from occurring is to always top off all fuel tanks, including auxiliary tanks as soon as possible after landing. Remember full tanks leave no room for condensation to occur.

"You should check your aircraft before each flight and especially after taking on fuel," said Baker.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 1987, Columbia, South Carolina, 29202. Phone: (803) 739-5400.

Beaufort County Aviation Board Approves Five Year Plan

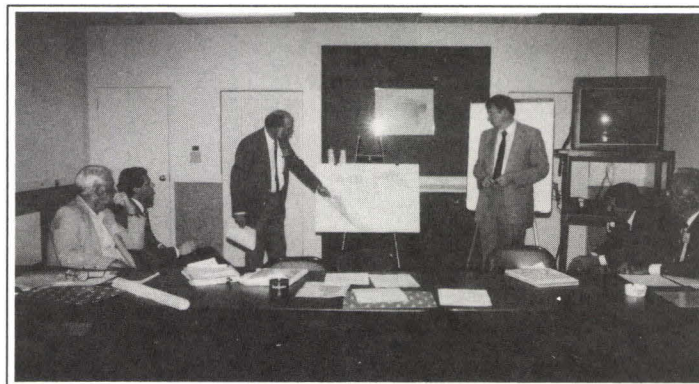
The Beaufort County Aviation Board has received approval from their county council to adopt a five year plan for Hilton Head Airport.

A new terminal building for the airport is one major project recommended by the plan.

According to information from by the Beaufort County Aviation Board, the facilities provided by the FBO's are "woefully inadequate and are limiting the service to the island."

A site for the new terminal across the runway is being seriously considered. A 12,000 sq. ft. bulding with a concourse for boarding passengers is being considered for construction as well as a ramp for additional aircraft and a

Beaufort County Aviation Board members listen as Wayne Corley (c), SCAC engineer, points out aviation concerns in the lowcountry.



taxiway to the runway.

The plan also suggests that vehicle parking could be provided near the facility with access road to the airport from Mathews Drive and Beach Road; this access road would also relieve traffic problems. The plan estimates costs at ap-

proximately \$3,500,000 with the help of federal and state funding.

The plan also proposes additional ramp parking space, hangars in the next five years.

The Beaufort County Aviation Board serves as an advisory board for the County Council.

Agricultural Aviators To Meet at Hilton Head

The South Carolina Agricultural Aviation Association will hold its annual convention January 26 and 27 at Marriott's Hilton Head Resort.

A feature of this year's conference is the Aerial Applicator Refresher Course, under the direction of Dr. Mac Horton of Clemson University.

The convention will begin at 11 a.m. with registration and a welcome address at 1 p.m. by Jack H. Woodward, president of the organization.

The applicator refresher course will start at 2 p.m. ending at 5 p.m.

In addition to the course and

panel discussions, an Allied Industry Reception is scheduled for 6:30 p.m.

On Friday, the refresher course will resume and a business luncheon will follow. The WSCAAA ladies program also will be held that same Friday morning.

An awards banquet and reception will be held on Friday night.

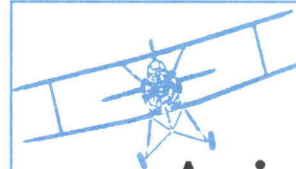
If you are interested in registering, or would like the opportunity for exhibition space, please call Jack Barry, (803) 772-7889 or write him at 924 Brantley St., Columbia, S.C. 29210.

Don't miss this exciting chance to discuss agricultural aviation!

FBO Refueling Seminar Being Planned

SCAC would like to plan a Refueling and Line Service Training seminar for people interested. Tentatively we have selected Jan. 19-20 for this workshop at a Columbia hotel with registration about \$45 a person.

If you're interested call Carolyn Player 1-800-922-0574 or (803) 739-5400 immediately so we can plan accordingly.



Aviation Calendar

December 16

EAA Chapter 242
Xmas Party
Mack's Restaurant
Columbia

January 8

Breakfast club
Ramp 66
N. Myrtle Beach

January 19

EAA Chapter 242
State Museum

January 19-20

Refueling & Line Service
Seminar
Sheraton Hotel
2100 Bush River Road
Columbia

January 22

Breakfast Club
McWhiter Field
Lancaster Airport

Jan 26-27

AG Pilots Convention
Marriott Hilton Head

Columbia Metro Stays On the Go

The Columbia Metropolitan Airport is one of the busiest airports in the state. Just recently, the airport held two major events; a ground-breaking for their foreign trade zone and a disaster preparedness exercise.

Preparation for their foreign trade zone actually began years ago according to Donnie Turbeville, director of property development, when in 1985 the airport applied for a permit to construct a foreign trade zone in the area.

"This development will begin a new era in international trade," she said at the ground-breaking ceremony.

At the ceremony Inducon announced its construction of a major distribution facility located in the zone.

Dave Shipston, director of development of Realmark Development Corp., said, "The first phase will include building two 40,000 sq. ft. flexible space office/warehouses in the zone."

According to Shipston, this is the first acquisition for Realmark Development Corp. which will co-develop the property with the Trion Development Group.

When the facility is completed, a total of four buildings, it will house about half office space and half distribution space for Inducon.

Turbeville said the facility will also contain offices for U.S. Customs Officers in addition to the foreign trade zone offices.

Providence Hospital was one area hospital participating in Columbia Metro's Airsafe '88 disaster drill by furnishing their helicopter.



"Transportation is now inter-nodal," said Turbeville, "transportation has to tie ship, air, ground and rail together in order for it to be effective. And that's what we have in our foreign trade zone."

"Goods can go anywhere in the world on ship to Charleston and follow the I-26 Canal to our foreign trade zone as a point of entry," added the enthusiastic Turbeville.

Not only did the Columbia Metropolitan Airport announce their foreign trade zone construction projects recently, but also held their Airsafe '88 disaster preparedness drill as well.

Facing disaster, both natural and man-made, is the single most important job anyone will come to grips with.

Cooperation, organization and skill are the tools needed to fight disasters, panic and disorganization.

Recently, the Columbia Metropolitan Airport, the American Red Cross, Providence Hospital, fire,

police and emergency preparedness personnel all participated in Airsafe '88.

Airsafe '88 was designed to practice emergency procedures during an aircraft emergency.

Over 100 people from various aspects of emergency aid participated in the mock plane crash accident.

Columbia Metro used a vacant field off Platt Springs Road as their disaster site, where burned and bloody bodies were strewn across a burning field.

The simulated disaster scenario included a crashed commuter flight with 29 people aboard, a grass fire, a burning house, a crashed automobile with dummies inside and volunteers acting as wounded victims outside.

Within minutes of beginning the drill, local firefighters, policemen and rescue squads were on the scene dousing fires, and bandaging the "wounded victims."

According to Lynne Douglas, spokeswoman for Columbia Metro, citizens and residents near the airport were advised to expect to see smoke in the skies, fire trucks, ambulances, police cars and other traffic involved in the practice exercise.

Airsafe '88 was the fourth disaster preparedness exercise Columbia Metro has held since their first in 1982.

Donnie Turbeville (c), Rep. Floyd Spence and Dave Shipston (l) dig in to start construction at the Foreign Trade Zone.



The Civil Air Patrol

CAP Celebrates 47th Anniversary

The formal order creating the Civil Air Patrol was signed December 1, 1941, making this their 47th Anniversary.

On December 8, 1941, the day after the attack on Pearl Harbor by the Imperial Japanese Naval Air Forces, Fiorello LaGuardia, then director of Office of the Civilian Defense published Order 9. This

administrative order outline the proposed organization of the CAP and designated its commander, Major General John F. Curry, U.S. Army Air Corps and Mr. Gill Robb Wilson as the executive officer.

The CAP was first established for reconnaissance missions as Army and Navy bomber forces were depleted. CAP crews flew

many other wartime missions, but current missions of the CAP are Emergency services, the Cadet program which includes summer encampment, scholarships, and the international cadet exchange programs, and Aerospace Education.

The CAP is a volunteer non-profit organization which serves as an auxiliary of the U.S. Air Force.



CAP Salutes Cadet Baker

Cadet Kirby Baker recently received a Commander's Commendation for outstanding recruiting abilities from SC Wing Commander Col. Douglas Abercrombie.

The Commander's Commendation is the highest award a CAP commander can award and was presented to Cadet Baker for his outstanding recruiting job for the Marion Composite Squadron, which added 25 new cadets from Baker's recruiting.

Cadet Baker is the Cadet Commander for the Marion Squadron. The Squadron is less than a year old and

has the second highest cadet membership in South Carolina.

Cadet Baker, a resident of Mullins, S.C., is a tenth grader at Marion High School and is active in the Junior Civitans, the Science Club, Student Council and the tennis team.

He has also earned an Eagle Scout Award, the Boy Scout's second highest rank.

The South Carolina Civil Air Patrol salutes Cadet Baker for his many accomplishments and wishes him many more in the years to come!

CAP Airplane for Sale: 1972 Cessna-206F

Bid opening: Dec. 22, 1988 2 p.m.
Location: Columbia Metro 1000 Aviation Way

Contact: William A. Walls
(803) 739-5420 w.
(803) 275-4379 h.

1972 Cessna, U-206F N-9554G, TTA 2700, SMOH 1080, King IFR, Dual Nav-Com, G.S. XPdp, Enc. A/P, 3lite Mkr. AdF, Good logs, excellent paint.

Annualed 9/88 Minimum bid: \$29,500 By sealed bid only, sale in U.S. dollars.

Submit bid to: Headquarters, S.C. Wing, Civil Air Patrol, P.O. Box

6541, West Columbia, SC 29171-6541

Mark on outside of envelope: Bid For "N-9554G" state in your bid letter, your name, address telephone number, aircraft number and bid amount, and how you desire owner's name/address on bill of sale.

Aircraft is sold "as is" "where is", CAP makes no warranty whether expressed or implied as to the condition, operating capabilities or fitness of purpose of any advertised aircraft. All pertinent times express in this advertisement

(TTA/SMOH) are estimates and bidders are responsible for verifying said items from aircraft and engine log books.

Bids below minimum are unacceptable. The earliest postmark of equal highest bids will be considered the successful bidder. Successful bidders will be promptly notified and are required to satisfy bid balance no later than January 6, 1989 or aircraft will be sold to the next highest bidder.

All bids must arrive by bid opening on December 22, 1988 at 2 p.m.

Conference Informed and Entertained

Continued from Page 1

in the conference itself," added Corley. Conference sponsors included engineers, paving companies, consultants, petroleum distributors, airlines and airports.

Concurrent sessions included discussions on quality control of construction projects, part 139 procedures, and maximization of airport resources.

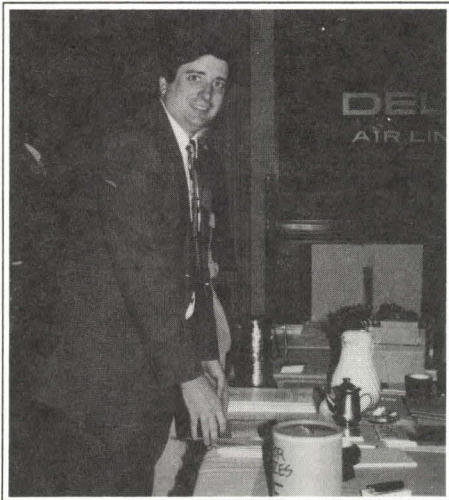
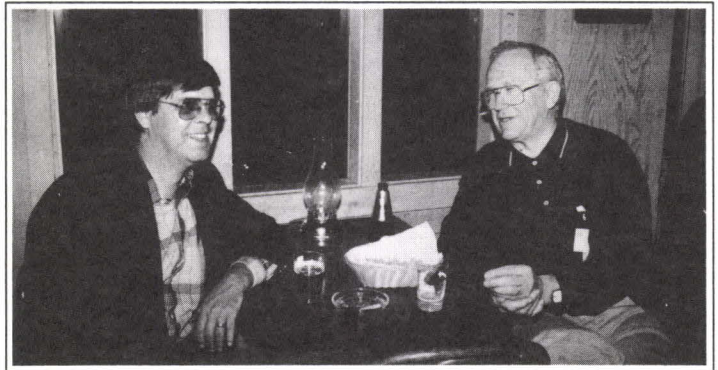
FBO's, airport managers and pilots also heard George Kosko and Linda Borsky, both attorneys, give them some hard facts about dealing with bureaucratic regulations.

Other agenda items heavily attended included the ever-popular FAA Listening Session with Sam Austin, manager FAA/ADO Atlanta; a presentation by HDR Inc. engineer Ivan Cooper and DHEC's Ron Kinney on Underground Storage Tanks, and a general session on the AIP program and South Carolina's bond status by Sam Austin and Alan Alexander.

Registrants also enjoyed listening to very technical discussions on pavement maintenance, AFSS status and procedures, FBO problems and airport commissioners and managers meeting.

In addition, conference attendees also enjoyed dining at Hudson's Restaurant for a seafood extravaganza and all the sponsored breakfasts, breaks, receptions and hospitality suites that go along with conventions.

At Hudson's Restaurant, Paul Werts, SCAC staff (r), talks with the Deloziers, while Jones Herring (bottom left) shares a joke with Commissioner Charles Appleby.

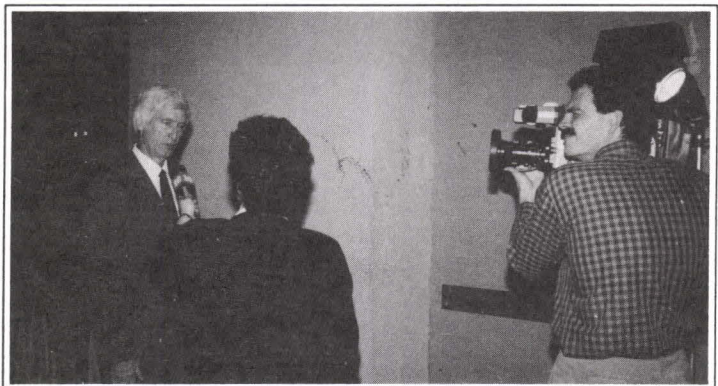
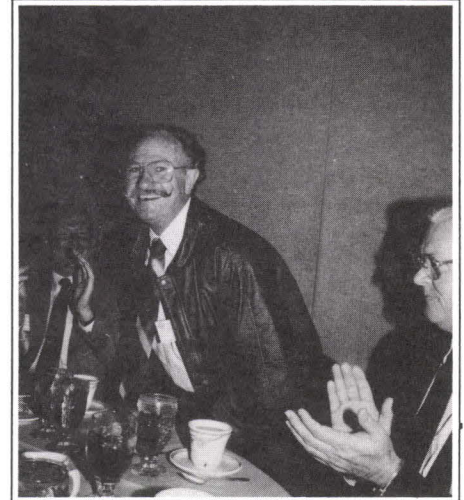


John Ferguson, Donaldson Center (l), picks up his packet at the registration desk.

Cass Castlebury (below l) and Sam Austin (c), both of the FAA Southern Region, confer with Bob Harris, an engineering consultant.

Below Right, Jim Sheppard who spoke on Wayports, is interviewed by a local TV station.

At right, a happy Sam Sarvis, Twin City Airport in Loris, accepts his prize as the oldest certificated pilot at the airports conference.



FYI From the FAA

Here's the Answer on Revised TCA's

The following information was obtained from an FAA Hangogram posted in late November.

On October 6, 1988, Administrator T. Allan McArtor signed the Final Rule on Docket No. 25304, Amdt. 61-80, 71.11, and 91-205, Terminal Control Area Classification and TCA Pilot and Navigational Equipment Requirements.

This action revises the classification and pilot equipment requirements for conducting operations in TCA's. Specifically, the rule establishes a single-class TCA; requires the pilot-in-command of a civil aircraft to hold at least a private pilot certificate, except for a student pilot who has certain documented training; and eliminates the helicopter exception from the minimum navigational equipment requirement. These actions are expected to enhance the safety of operations in a TCA.

Single Class TCA: Effective Jan. 12, 1989, the regulations pertaining to TCA's are amended by removing all references to Group I, II, III TCA's, making all types of TCA's will now be known as TCA's.

Pilot Qualifications: The regulations pertaining to pilot qualifications for operations in a TCA take

effect Jan. 12, 1989.

Generally, each pilot-in-command of a civil aircraft, in order to fly within TCA airspace or to takeoff or land at an airport with a TCA, must possess at least a private pilot certificate. However, student pilots may be permitted to conduct certain operations within a TCA except at 12 specific TCA primary airports, where student pilot operations are presently prohibited and will continue to be prohibited even with an endorsement. In order to be permitted to operate solo in a TCA, a student pilot must obtain specified training and logbook endorsement from his certified flight instructor prior to conducting such operations.

In addition, training operations in or through a TCA may be required along routes and/or in accordance with procedures specified by the ATC facility having jurisdiction over the TCA. Establishment of these route/procedures may take the form of a memorandum issued by that ATC facility and may be communicated by a letter to airmen or a letter of agreement between the ATC facility and a flight school or flying club.

Equipment requirement: Effective July 1, 1989, the navigation

equipment exclusion for helicopters operating in a TCA will be eliminated. These aircraft will be bound by the same equipment and operating requirements as other aircraft. The required equipment may be a VOR or TACAN receiver.

Effective Date: This final rule takes effect on Jan. 12, 1989, with an exception for the requirement for navigation equipment on helicopters, which takes effect on July 1, 1989.

The FAA is confident that this 90-day period will permit flight instructors ample time to become familiar with procedures for training and certification of student pilots for TCA's. The 90-day period will also provide a reasonable time for flight schools to enter into letters of agreement with local ATC training facilities, where necessary, for operation of continuing flight training operation in a TCA.

The compliance date for helicopters is extended to July 1, 1989, to provide time for helicopter operators to purchase and install the required equipment.

If you need additional information on the revised requirements for TCA flying, you should contact your local flight standards district office.

Columbia Physician Receives Aviation Safety Award

Dr. Martin B. Woodward, a Aviation Medical Examiner and a practicing orthopedic surgeon, was recently presented with an award from the FAA Flight Standards District Office for outstanding service in aviation safety education.

Dr. Woodward, the FAA and SCAC combined efforts to produce a Drug and Alcohol Awareness Program on videotape.

If your flying organization would like to view the tape, please call Helen Munnerlyn 1-800-922-0574 or (803) 739-5423 and she'll send one in the mail. This is a very entertaining and informative presentation on drug and alcohol abuse and lasts less than 30 minutes.





**SOUTH CAROLINA
AERONAUTICS COMMISSION**
P.O. Drawer 1987
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This Month...

Inside Palmetto Aviation

- Columbia Metro Airport Stays Busy
- Fuel Contamination is a Dirty Word
- 11th Conference Entertains and Informs

... and much, much more!

This Aviatrix Flies Vintage Planes For Fun



In an age where faster is considered better Martha Esch is an enigma. Esch has successfully completed her goal of flying to all 48 contiguous states in antique or vintage aircraft.

Esch "is an eccentric," says Walter Carson who served as her host in S.C., "She has a true love for antique aviation. She lives the part."

Esch dons leather flying helmet and lace-up aviator's boots as she travels in the lower 48 states. She even carries a 48-state U.S. flag.

"We picked her up in Camden in a 1941 Porterfield. While there, she flew in Colgate Darden's Spartan Executive (pictured left) and

also attended a Breakfast Club meeting.

She stayed in the state only a few days, but during her stay she added to her collection of over 5,000 photos of antique and vintage aircraft and a number of pages of personal travel tales.

"It's her way of thanking all these pilots for flying her. It will be in a book about her travels," said Carson who put Esch on a vintage Cessna 180 bound for Georgia her last state to visit.

Esch, a pilot for 10 years, said the idea to fly in antique planes came in '87 when she realized she could barter her skills in photography for rides in antique planes.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.